Reevaluation: Environmental Impact Statement Capital Beltway Study; Jones Branch Connector- FCDOT Project G40-020-000 (R5062X), VDOT Project 8102-029-065, UPC 103907

Issues Evaluation Checklist

Issue or Area of Concern	New Resources Present	Method of Review	Have the Impacts Changed	Comment
Transportation				
Traffic Volumes/Patterns/Time	☒ Yes ☐ No ☐ N/A	Previous NEPA documentation, Comprehensive Plan Amendment for Tysons Corner Urban Center, VDOT Six Year Improvement Program and Draft Statewide Transportation Improvement Program FY 2015-2018, traffic analysis- see technical memo	The Project is part of the current transportation plans. Traffic volumes would not be significantly impacted by the Project provided mitigation measures are implemented.	In June 2010, the Fairfax County Board of Supervisors adopted a Comprehensive Plan Amendment for Tysons Corner Urban Center. The extension of the Jones Branch Connector is part of the Comprehensive Plan, VDOT Six Year Improvement Program, and VDOT Draft Statewide Transportation Improvement Program FY 2015-2018. The traffic analysis found that the extension of the existing Jones Branch Connector would result in acceptable levels of service while increasing overall traffic throughput if the following mitigation measures are implemented: **1)** Provide better progression through the signals along the Jones Branch Connector by optimizing the traffic signal cycle lengths, splits and offsets along the corridor. **2)** Provide a free-flow channelized westbound to northbound right turn movement at the intersection of the Jones Branch Connector at Jones Branch Drive. **3)** Provide two right turn lanes and a single left turn lane along the ramp from the southbound I-495 Express Lanes approaching the Jones Branch Connector. **4)** Provide three left turn lanes from eastbound Jones Branch Connector (formerly Scotts Crossing Road) onto northbound Route 123. **5)** Provide two left turn lanes from southbound Jones Branch Drive onto eastbound Jones Branch Connector.
Public Transportation	☒Yes ☐ No ☐N/A			
Highways	☒ Yes ☐ No ☐N/A			
Transportation Plan	☒Yes ☐ No ☐N/A			
Freight	☐ Yes ☒ No ☐ N/A	traffic analysis- see technical memo	No.	

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Land Use				
Land Use Conversion	☒ Yes ☐ No ☐N/A	Previous NEPA documentation, aerial imagery, Comprehensive Plan Amendment for Tysons Corner Urban Center, design plans- see technical memo	The Project would require small amounts of land along the existing right-of-way. The Project is part of the current Comprehensive Plan and is consistent with current and proposed development.	The majority of the land within the Study Area is zoned as Office District (C-3, C-4), with lesser amounts of land zoned as Regional Retail Commercial (C-7), Planned Developed Housing (PDH-30), Residential (R-1, R-20, R-30), and Medium Intensity Industrial (I-4). Many of the parcels east of I-495, however, have active or approved zoning applications filed with Fairfax County to convert to Planned Tysons Corner Urban District, which allows for mixed use development. Right-of-way requirements have increased due to the widening of the existing roadway corridor. The majority of the right-of-way is anticipated to be dedicated by the developer, but a small portion may need actual acquisition. The approximated acreages of right-of-way that may need to be acquired are at 0292 15 C2 (RP MRP Tysons- 0.03 acres), 0294 07 0005B (Tysons Park Place II- 0.03 acres), and 0294 05 0009A (Cleveland 1820 Dolly Madison LLC- 0.02 acres). Additional approximated acreages of right-of-way that are anticipated to be dedicated are at 0294 05 A2 (Capital One Bank- 1.66 acres), and 0294 05 B1 (Board of Supervisors, FFX Co- 0.002 acres). Based on the IMR design, the entrance realignment would impact parking spaces, but no permanent loss in parking is anticipated from the proposed design within the Gates of McLean. The construction of the Jones Branch Connector would be consistent with the Comprehensive Plan and would not appreciably change land use designations within the Study Area. This roadway also would promote connectivity and development within the area.
Development	☒ Yes ☐ No ☐N/A			
Consistent with Area's Comprehensive Plan	☒Yes ☐ No ☐N/A	Comprehensive Plan Amendment for Tysons Corner Urban Center- see technical memo	The Project is part of the current Comprehensive Plan.	In June 2010, the Fairfax County Board of Supervisors adopted a Comprehensive Plan Amendment for Tysons Corner Urban Center. The Comprehensive Plan specifically calls for greater network density and more direct connections between locations, including the Jones Branch Connector. Additional changes include construction of the Metro Silver Line along Rt. 123, including the McLean Metro Station, within the Study Area.

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Populations & Services				
Populations	☒ Yes ☐ No ☐ N/A	Previous NEPA documentation, aerial imagery, 2010 US Census Data- see technical memo	No.	According to the US Census data for 2000 and 2010, the population of the Study Area is increasing. Implementation of the Project would not be expected to directly impact any community facilities or future plans for community facilities. Implementation of the proposed Project would not change land use in the Study Area or result in any change in population trends. Therefore, the proposed Project would be keeping with the existing population trends as projected under the Comprehensive Plan and would alleviate congestion from planned and projected development. The extension of the Jones Branch Connector could be used by vehicles, including emergency vehicles, transit-related, and school buses, to bypass traffic on Route 123 and the Dulles Access Toll Road or for more direct access to and from the I-495 Express Lanes as well as to Tysons Central and West.
Emergency Services	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation, aerial imagery, Fairfax County Online Maps- see technical memo	No.	There are no emergency service facilities within the Project Study Area. The proposed Project would alleviate congestion within in the area. This would improve the response time for emergency vehicles traveling through the Study Area.
Relocation Impacts				
Potential Relocations	☐ Yes ☒ No ☐ N/A	Design plans	No.	The proposed Project would not result in any relocations.
Environmental Justice Populations	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation, 2010 US Census data- see technical memo	No.	There is an appreciably higher percent of Asians in the Study Area when compared to Virginia and Fairfax County. No displacements would result from the extension of Jones Branch Connector. The proposed Project would increase the resident's connectivity to other areas in Tysons. Since The Gates of McLean is abutting the alignment, resident's views and noise and air environments may be impacted. Impacts to these resource areas are considered minor and would thus not constitute a high and adverse impact.

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Economic Impacts				
Business Relocations	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation, design plans- see technical memo	No.	The project would not result in any business relocations.
Construction & Operations Employment	☐ Yes ☒ No ☐ N/A		The Project would provide short-term construction employment.	The proposed Project would provide a positive economic impact through the creation of temporary employment and the purchase of building materials during construction.
Visual & Aesthetics	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation, aerial imagery, design plans- see technical memo	The Project would result in minimal visual intrusion.	The widening of the roadway would minimally visually impact local public facility users, Capital One employees, and residents of the Gates of McLean by bringing the view of the highway closer to the foreground. A noise barrier is proposed in front of the Gates of McLean. Aesthetic treatments would be considered during final design. The Jones Branch Connector extension, if constructed, would be completely within the character of that vicinity. No substantial visual impacts are anticipated.
Farmlands	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation, aerial imagery, USDA NRCS soils map- see technical memo	The Project would not impact any farmland.	The LOD for the proposed Project has been previously disturbed. Current and future land use within the Study Area is largely urban or semi-urban in nature. There is no existing or planned agricultural land in the Study Area. Any soil impacted by implementation of the proposed project would occur in an area that already has been urbanized.
Noise & Vibration				
Noise Criteria	☒ Yes ☐ No ☐ N/A	Noise analysis- see technical memo and Attachment C	FHWA and VDOT guidance have changed.	FHWA published revised noise regulations on July 13, 2010 which became effective on July 13, 2011. FHWA also published a guidance document which supports the new regulation. VDOT revised its noise policy in accordance with FHWA requirements and received approval from FHWA on March 15, 2011. The policy was approved by the Commonwealth Transportation Board on June 15, 2011 and has an effective date of July 13, 2011. VDOT's guidance manual was revised and last updated on July 14, 2014.

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Existing Noise Conditions	☒Yes ☐ No ☐N/A	Noise analysis- see technical memo and Attachment C	One new barrier and one replacement barrier are proposed as part of the Project.	Noise analyses along the proposed Project were conducted. Five Common Noise Environments were identified in the noise analysis area. Noise monitoring was performed on July 17, 2013 for establishing baseline, existing noise levels. Predicted noise levels are evaluated based on FHWA/VDOT Noise Abatement Criteria. Computer modeling utilizing FHWA's Traffic Noise Model (TNM v2.5) was performed to determine project- related noise impacts and the potential need for noise abatement that meets VDOT's criteria. The analysis indicates that 2040 design year build noise levels are expected to meet or exceed the impact threshold at 14 sensitive receptors, all of which are residences (threshold of 66 dB[A]). Based on VDOT's criteria, one 22-foot-high noise barrier in front of the Gates of McLean was found to be feasible (achieve a reduction of 5dB[A] at 50% or more of the receptors) and reasonable (achieve a square foot per benefitted receptor value of 1,600 or less). A section of existing noise barrier along I-495 northbound would be impacted by the construction of the proposed Project. This noise barrier section would be replaced with an in-kind noise barrier equivalent to the existing noise barrier prior to the completion of construction. The section would be located under the proposed Jones Branch Connector. This replacement is not subject to standard VDOT reasonableness criteria.
Air Quality				
Existing Conditions	☒Yes ☐ No ☐N/A	Air analysis- see technical memo and Attachment D	This project meets all regional conformity requirements.	The CLRP Air Quality Conformity Analysis has been revised since the November 2009 Reevaluation. The Jones Branch Connector Project is consistent with the Project Description included in the Air Quality Conformity Analysis update to the fiscally constrained National Capital Region Transportation Planning Board's FY 2013 Constrained Long Range Plan (CLRP) and FY 2013-2018 Transportation Improvement Program (TIP). FHWA and FTA issued the Conformity Determination on July 17, 2013. Therefore, all regional conformity requirements have been satisfied.

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Regional Compliance with the PM Standards	☒Yes ☐ No ☐N/A	Air analysis- see technical memo and Attachment D	This project is not considered to be a project of air quality concern.	Fairfax County is located within a region that has been designated as nonattainment with the 1997 annual $PM_{2.5}$ standard, although DEQ recently petitioned EPA to redesignate the area back into attainment since monitored levels of $PM_{2.5}$ have significantly improved in recent years throughout the region. In compliance with project-level conformity requirements, the project was analyzed for its impact to $PM_{2.5}$ following federal guidance and it was determined that the project is not considered to be a "project of air quality concern".
Regional Compliance with CO Standards	☒Yes ☐ No ☐N/A	Air Analysis- see technical memo and Attachment D	Worse-case scenario 1-Hour and 8-Hour CO concentrations are not projected to exceed the CO NAAQS.	A CO hot-spot analysis was completed at sensitive receptors at the worst-case locations within the studied area. Under all scenarios, the worst-case 1-hour and 8-hour CO concentrations are projected to be well below the CO NAAQS of 35 ppm and 9 ppm, respectively.
Regional Compliance with the Ozone Standards	☒Yes ☐ No ☐N/A	Air analysis- see technical memo and Attachment D	All regional conformity requirements have been met.	On December 9, 2011, EPA notified Virginia that it supported Virginia's recommendation that Northern Virginia be considered a marginal nonattainment area for the 2008 8-hour ozone standards. The Jones Branch Connector Project is consistent with the Project Description included in the Air Quality Conformity Analysis update to the fiscally constrained National Capital Region Transportation Planning Board's FY 2013 CLRP and FY 2013-2018 TIP. FHWA and FTA issued the Conformity Determination on July 17, 2013.
Air Toxic Analysis	☒Yes ☐ No ☐N/A	Air analysis- see technical memo and Attachment D	This project has low potential for MSAT effects.	On December 6, 2012, FHWA issued guidance on when and how to analyze MSAT under NEPA for highway projects. Based on FHWA issued guidance, the project is characterized as one with "low potential MSAT effects". The projected increase in VMT when comparing the Build and No-Build scenarios is considered relatively insignificant compared to the entire regional transportation network. Additionally, MSAT emissions are anticipated in the design year to be significantly lower than present levels as a result of EPA's national control programs.

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Ecosystems				
Native Wildlife	☐Yes ☒ No ☐N/A	Site visits, Previous NEPA documentation- see technical memo	No.	Though urban and semi-urban land use dominates the Study Area, the wooded area around Scotts Run can be considered a wildlife corridor that harbors wildlife species adapted to urban and semi-urban conditions. Wildlife in developed areas includes species adapted to urban conditions, such as squirrels, rabbits, whitetail deer, fox, and a number of common bird species. The project is not anticipated to directly impact wildlife resources in the Study Area.
Existing Vegetation	☐Yes ☒ No ☐N/A	Aerials, Previous NEPA documentation- see technical memo	No.	The Study Area is primarily urban, surrounded by roadways, commercial properties, and high-density residential properties. A wooded conservation easement is located along Scotts Run in the northeastern portion of the Study Area outside of the LOD. Any tree removal would occur on the edge of already disturbed areas and not along Scotts Run.
Rare, Threatened & Endangered Species	☒Yes ☐ No ☐N/A	USFWS IPaC system, VDGIF VFWIS, DCR coordination- see technical memo and Attachment B	The Project is not anticipated to impact rare, threatened, endangered species or their habitat. VDCR recommends avoidance and mitigation measures to ensure no affect to Pizzini's amphipod.	The Virginia Department of Game and Inland Fisheries database identifies 12 species of concern within the Study Area. Only one species, the wood turtle (*Glyptemys insculpta*), and its habitat has been confirmed to exist within two miles of the Project limits along Pimmit Run. The Project would not impact Pimmit Run or areas where the wood turtle have been observed and habitat has been identified. If there are impacts to wetlands and waters, VDGIF recommends avoidance and mitigation measures. The Virginia Department of Conservation and Recreation has identified Pizzini's amphipod (*Stygobromous pizzini*) as historically documented in the Study Area. The Virginia Department of Conservation and Recreation recommends avoiding seeps and springs along the slopes at the southern end of the proposed Project and implementing and adhering to applicable state and local erosion and sediment control/storm water management laws and regulations.
Critical Habitat	☒Yes ☐ No ☐N/A	USFWS IPaC system, VDGIF VFWIS, DCR coordination- see technical memo and Attachment B	No.	Wood turtle habitat has been identified within the Study Area. No critical habitat is expected to be impacted by the Project.

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Wildlife and Waterfowl Refuges	☐Yes ☒ No ☐N/A	Previous NEPA documentation; NPS, State, and County data; aerial photos- see technical memo	No.	There are no wildlife or waterfowl refuges within the Project Study Area.
Water Resources				
Surface Waters	☐ Yes ☒ No ☐N/A	Previous NEPA documentation, USGS and NRCS data, NWI mapping, aerial photography- see technical memo	No.	The main branch of Scotts Run flows across the southeastern third of the Study Area and through the Project LOD, crossing Dolley Madison Boulevard, Scotts Crossing Road, and the Dulles Toll Road just east of I-495. This section of Scotts Run has an associated 100-year floodplain and Fairfax County Resource Protection Area (RPA). The US Fish and Wildlife Service National Wetlands Inventory mapper identifies ponds and mostly palustrine forested wetlands along this stretch of Scotts Run and a small pond to the west of Old Springhouse Road on the Capital One campus. The LOD contains less than 0.1 acres of pond and approximately 260 LF of stream. The Project is not expected to impact any of these resources.
Dredging Requirements	☐ Yes ☐ No ☒N/A			
Public Water Supply	☐Yes ☒ No ☐N/A	Previous NEPA documentation, USGS and VDH data- see technical memo	No.	Most businesses and residences are served by public water supply systems that use surface water from the Potomac River. There are no EPA designated sole-source aquifers within the Study Area.
Aquatic Resources				
Fish	☒Yes ☐ No ☐N/A	Previous NEPA documentation- see technical memo	No.	Scotts Run has low fish taxa richness. The Project is not expected to impact any of these resources.
Submerged Aquatic Vegetation	☐Yes ☒ No ☐N/A	Previous NEPA documentation- see technical memo	No.	
Benthos	☒Yes ☐ No ☐N/A	Previous NEPA documentation- see technical memo	No.	Scotts Run has poor biotic integrity, but could potentially support benthic organisms such as insect larvae, snails, clams, worms, and crayfish. The Project is not expected to impact any of these resources.

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Other Flora and Fauna	☒ Yes ☐ No ☐ N/A	Previous NEPA documentation- see technical memo	No.	A wooded conservation easement is located along Scotts Run in the northeastern portion of the Study Area outside of the LOD. The US Fish and Wildlife Service National Wetlands Inventory mapper identifies ponds and mostly palustrine forested wetlands along this stretch of Scotts Run and a small pond to the west of Old Springhouse Road on the Capital One campus. The Project is not expected to impact any of these resources.
Floodplains	☒ Yes ☐ No ☐ N/A	Previous NEPA documentation, FEMA floodplain mapping- see technical memo	No.	This section of Scotts Run has an associated 100-year floodplain and Fairfax County Resource Protection Area (RPA). The LOD contains 3.13 acres of RPA and 2.55 acres of 100-year floodplain. Since there is no in-water work, no culvert extension, and best management practices would be utilized, the project is not expected to impact these resources.
Wetlands	☒ Yes ☐ No ☐ N/A	Previous NEPA documentation, USFWS mapping- see technical memo		The US Fish and Wildlife Service National Wetlands Inventory mapper identifies ponds and mostly palustrine forested wetlands along this stretch of Scotts Run and a small pond to the west of Old Springhouse Road on the Capital One campus. The LOD contains 0.78 acres of palustrine forested wetland and less than 0.1 acres of pond. Since there is no in-water work, no culvert extension, and best management practices would be utilized, the project is not expected to impact these resources.
Energy	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation	No.	

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Hazardous Waste Sites	☒ Yes ☐ No ☐ N/A	Previous NEPA documentation, Hazardous Material Survey, review of historical documentation for environmental issues- see technical memo and Attachment E	Risk of project work encountering significant subsurface contamination appears minimal.	A hazardous materials survey identified one documented Environmental Concern. Historic contamination from petroleum, TCE, and/or PCE releases at the Commons Shopping Center along Anderson Road may impact the Project right-of-way. Potential or actual contamination from this site affecting the Project right-of-way has not been documented. This site is part of the DEQ Voluntary Remediation Program and is outside of the Project Study Area. Therefore, no potential or actual contaminated environmental media or other environmental impairments that would affect construction were identified within the Project right-of-way. Based on historical regulatory documentation of environmental issues in the vicinity of the site, the general risk of project work encountering significant subsurface contamination appears minimal.
Coastal Barriers & Coastal Zone	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation	No.	None of the Study Area is within Virginia's Coastal Zone.
Public Parklands	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation- see technical memo	No.	Two publicly owned parks, Scotts Run Park and Westgate Park, are in the Study Area. However, no right-of-way would be required from these properties and there would be no impairment to the properties. Thus, the project would not result in an impact to public parks.
Historic & Archaeological Resources				
Architectural Resources	☒ Yes ☐ No ☐ N/A	Previous NEPA documentation, VCRIS, DHR- see technical memo and Attachment B	No.	Several architectural resources which have been identified in previous studies are within the Study Area. However, none of these properties is listed on or eligible for the National Register of Historic Places. None of these resources is within the Project LOD. Therefore, there would be no direct impact.
Terrestrial Archaeological Resources	☒ Yes ☐ No ☐ N/A	Previous NEPA documentation, VCRIS, DHR- see technical memo and Attachment B	No.	Several archaeological resources which have been identified in previous studies are within the Study Area. However, none of these properties is listed on or eligible for the National Register of Historic Places. None of these resources is within the Project LOD. Therefore, there would be no direct impact.
Underwater Cultural Resources	☐ Yes ☒ No ☐ N/A		No.	

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Secondary & Cumulative Impacts				
Socioeconomic Impacts	☐Yes ☒ No ☐N/A	Previous NEPA documentation- see land use and technical memo	No.	Socioeconomic impacts associated with the extension of the Jones Branch Connector would be consistent with those evaluated in the Final EIS and subsequent reevaluations.
Natural Resource Impacts	☐Yes ☒ No ☐N/A	Previous NEPA documentation-see land use and technical memo	No.	Natural resource impacts associated with the extension of the Jones Branch Connector would be consistent with those evaluated in the Final EIS and subsequent reevaluations.
Construction Impacts				
Air Quality	☐ Yes ☒ No ☐N/A	Previous NEPA documentation- see technical memo	No.	Construction impacts associated with the extension of the Jones Branch Connector would be consistent with those evaluated in the Final EIS and subsequent reevaluations. All construction impacts would be minimized to the extent possible and temporary in nature.
Noise	☐ Yes ☒ No ☐N/A	Previous NEPA documentation- see technical memo	No.	Construction impacts associated with the extension of the Jones Branch Connector would be consistent with those evaluated in the Final EIS and subsequent reevaluations. All construction impacts would be minimized to the extent possible and temporary in nature.
Water Quality	☐ Yes ☒ No ☐N/A	Previous NEPA documentation- see technical memo	No.	Construction impacts associated with the extension of the Jones Branch Connector would be consistent with those evaluated in the Final EIS and subsequent reevaluations. All construction impacts would be minimized to the extent possible and temporary in nature.
Maintenance & Control of Traffic	☐ Yes ☒ No ☐N/A	Previous NEPA documentation- see technical memo	No.	Construction impacts associated with the extension of the Jones Branch Connector would be consistent with those evaluated in the Final EIS and subsequent reevaluations. All construction impacts would be minimized to the extent possible and temporary in nature.
Health & Safety	☐Yes ☒ No ☐N/A	Previous NEPA documentation- see technical memo	No.	Construction impacts associated with the extension of the Jones Branch Connector would be consistent with those evaluated in the Final EIS and subsequent reevaluations. All construction impacts would be minimized to the extent possible and temporary in nature.

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Pollution Control	☐Yes ☒ No ☐N/A	Previous NEPA documentation- see technical memo	No.	Construction impacts associated with the extension of the Jones Branch Connector would be consistent with those evaluated in the Final EIS and subsequent reevaluations. All construction impacts would be minimized to the extent possible and temporary in nature.
Section 4(f) Evaluation	☐Yes ☒ No ☐N/A	Previous NEPA documentation, VCRIS, DHR- see technical memo		
Permits				
Compliance with E.O. 11990	☐Yes ☒ No ☐N/A	Previous NEPA documentation	No impacts anticipated.	No wetland/water impacts are expected from the proposed Project.
Section 404 Permits	☐ Yes ☒ No ☐N/A	Previous NEPA documentation	No impacts anticipated.	During the design and permitting process, a determination of no jurisdiction would be requested from USACE.
Section 10 Permits	☐ Yes ☒ No ☐N/A	Previous NEPA documentation	No impacts anticipated.	During the design and permitting process, a determination of no jurisdiction would be requested from USACE.
Virginia Water Protection Permit	☐Yes ☒ No ☐N/A	Previous NEPA documentation	No impacts anticipated.	During the design and permitting process, a determination of no jurisdiction would be requested from DEQ.
Subaqueous Bed Permit	☐ Yes ☒ No ☐N/A	Previous NEPA documentation	No impacts anticipated.	During the design and permitting process, a determination of no jurisdiction would be requested from VMRC.
Coast Guard Permit	☐Yes ☐ No ☒N/A			
Compliance with the ESA	☐Yes ☒ No ☐N/A	Previous NEPA documentation	No impacts anticipated.	If wetlands, waters, seeps, and springs are avoided and ESC is implemented, no additional coordination is necessary.
Compliance with Section 106 of the NHPA	☐Yes ☒ No ☐N/A	Previous NEPA documentation	No impacts.	DHR concurrence of no properties affected by the proposed Project on Nov 1, 2013
Compliance with Section 4(f) of the 1966 DOT Act	☐ Yes ☐ No ☒N/A			
Compliance with E.O. 12898	☐Yes ☒ No ☐N/A	Previous NEPA documentation	No impacts.	The proposed Project does not require any relocations and would result in minor air, noise, and visual impacts. As such, implementation of the proposed Project would not result in disproportionately high and adverse impacts in terms of environmental justice.
Consistency with CZMA	☐Yes ☐ No ☒N/A			
Compliance with E.O. 11988	☐Yes ☒ No ☐N/A	Previous NEPA documentation	No impacts anticipated.	No in-water work is anticipated and existing culverts would not be extended. Virginia Erosion and Sediment Control guidelines also would be followed. Therefore, it is expected that there would be no impact to Scotts Run and its associated 100-year floodplain.
Compliance with FPPA	☐Yes ☐ No ☒N/A			

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Compliance with E&S Laws	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation		The proposed Project would implement approved erosion and sediment control plans.
Compliance with SWMA	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation		The proposed Project would implement approved stormwater management plans.
Mitigation Measures				
Relocations	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation - see technical memo	No.	The proposed Project would not result in any relocations. No additional mitigation is necessary.
Farmlands	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation - see technical memo	No.	There is no existing or planned agricultural land in the Project Area. Any soils impacted by the implementation of the proposed Project would occur in an area that has already been urbanized. No additional mitigation is necessary.
Noise	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation - see technical memo	No.	The proposed Project may require one additional noise wall and the replacement of a section of existing noise wall. Specific mitigation would be finalized during final design. The mitigation measures recommended during the Capital Beltway Study are still valid.
Rare, Threatened & Endangered Species	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation - see technical memo	No.	The proposed Project is not anticipated to impact rare, threatened, or endangered species. DCR recommends avoiding seeps and springs along the slopes at the southern end of the proposed Project and implementing and adhering to applicable state and local erosion and sediment control/storm water management laws and regulations. These mitigation measures are consistent with the types of mitigation measures recommended during the Capital Beltway Study.
Floodplains	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation - see technical memo	No.	No work is anticipated within the floodplain and best management practices would be utilized. Therefore, the types of mitigation measures recommended during the Capital Beltway Study are still valid.
Wetlands	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation - see technical memo	No.	No wetlands disturbance is anticipated and best management practices would be utilized. Therefore, the types of mitigation measures recommended during the Capital Beltway Study are still valid.
Water Quality	☐ Yes ☒ No ☐ N/A	Previous NEPA documentation - see technical memo	No.	No water quality impacts are anticipated and best management practices would be utilized. Therefore, the types of mitigation measures recommended during the Capital Beltway Study are still valid.

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Aquatic Resources	☐Yes ☒ No ☐N/A	Previous NEPA documentation - see technical memo	No.	No impacts to aquatic resources are anticipated and best management practices would be utilized. Therefore, the types of mitigation measures recommended during the Capital Beltway Study are still valid.
Hazardous Waste Sites	☐Yes ☒ No ☐N/A	Previous NEPA documentation - see technical memo	No.	The risk of the proposed Project work encountering significant subsurface contamination appears minimal.
Construction Impacts	☐Yes ☒ No ☐N/A	Previous NEPA documentation - see technical memo	No.	Although quantities of impacts have slightly increased, the types of impacts associated with the extension of the Jones Branch Connector are consistent with those described in the Final EIS, ROD, and subsequent reevaluations. Therefore, the types of mitigation measures recommended during the Capital Beltway Study are still valid.
Air Quality	☐ Yes ☒ No ☐N/A	Previous NEPA documentation - see technical memo	No.	The proposed Project is not considered to be a project of air quality concern, meets regional conformity requirements, does not exceed NAAQS standards, and has low potential for MSAT effects.
Maintenance & Control of Traffic	☐Yes ☒ No ☐N/A	Previous NEPA documentation - see technical memo	No.	A Maintenance of Traffic Plan would be created during final design.
Health & Safety	☐Yes ☒ No ☐N/A	Previous NEPA documentation - see technical memo	No.	Health and safety are not anticipated to be impacted by the proposed Project.
Pollution Control	☐ Yes ☒ No ☐N/A	Previous NEPA documentation - see technical memo	No.	Pollution would be controlled during the proposed Project through best management practices and additional mitigation measures as identified in the water quality, air quality, hazardous materials, and construction sections. The types of mitigation measures recommended during the Capital Beltway Study are still valid.